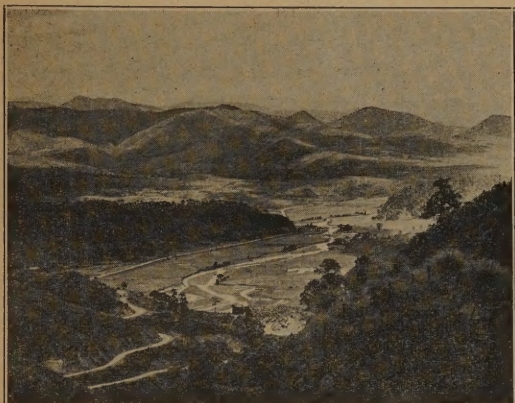




## BURMA ROAD — SOUTHWEST CHINA



The above photo shows a portion of the Burma Road as it winds its tortuous way through the foothills of the Himalaya Mountains toward the flatter lands of India. In the left foreground can be seen three separate levels of this highway as it climbs upward toward the camera position. Farther north it will pass in many places above the clouds.

## Modern Highways Save Motorists \$65.00 Each Year

The following treatise on the Economics of the State Highway System is being reprinted from the Annual Report so that our readers may be more fully informed as to the important role modern highways are playing in the economic life of New Jersey. This article was prepared by Harold W. Giffin, Engineer of Survey and Plans.

Since 1917 New Jersey has been constructing a State Highway System on a preconceived plan. The cost to date has been \$35,000,000 of which the United States Government has contributed approximately \$47,000,000 through Federal Aid. In its present state of completion, the motorists of this State are saving \$36,800,000 per year due to operation over high-type surfaces, instead of the low-type surfaces which formerly existed. While it can be shown that this figure is approximately one and one-quarter cents per mile, a figure of one cent per mile is used.

But this is not the only tangible saving which the motorists of New Jersey are enjoying as a result of their investment in the State Highway System. In the construction of these roads every effort has been made to further reduce operating costs by removing traffic obstructions and saving distance by realignment. The total distance eliminated to date is 150 miles. This represents a savings of \$6,570,000 per year at a cost of operation of two cents per mile for excess distance travelled.

**Time Factor Important**  
There are also savings due to the time saved, not only by the elimination of this excess distance, but also because of the higher average speeds at which a vehicle can safely operate on a high-type compared with a low-type surface. While no exact figure can be ascertained to cover all cases, it is believed that a conservative estimate would indicate a 33 per cent saving in time. This represents an

## STATE BRIDGE ASSOC. HOLDS MEETING

On October 13th the members of the State Bridge Employees Association held a regular meeting at which time reclassifications were discussed. President James Lipari, who presided, explained the various features of the reclassifications to the members present.

A committee composed of Fred Stellwag, chairman, George Zabriskie, Jos. Martini, Harry Ober and Orville Stilwell, was appointed for the purpose of presenting nominations for the offices of President, Vice President, Recording Secretary, Financial Secretary, Sergeant-at-Arms, and one member of the Board of Trustees for presentation at the November meeting.

## Highwayman Works On Burma Road in Southeast China

### Capt. John McGarry Puts Highway Experience to Good Use Far From Home

On no highway in the world do American troops receive such cheerful, friendly salutes as do the Army Engineers working on the Ding Hao Highway — the G. I. name for the Burma Road in China.

Here, laboring under almost unbelievable hardships, a handful of Americans and their Chinese comrades are achieving the impossible in their efforts to link the ports of India with the battle lines of Chiang Kai Chek, far to the north. Along every mile of this unbelievable highway, Chinese farmers, basket-laden, throw up their "good" finger (the thumb of their right hand) in a well-wisher's salute.



This smiling officer, leaning against a BRE (Burma Road Engineers) sign in far-off China, is a former inspector of the Projects Division, Captain John McGarry. He is one of a hardy band that are endeavoring to link China with the outside world.

Though market-bound pack mules rear and toss their riders into adjacent rice paddies as heavy trucks rumble past, the undaunted farmer picks himself up, holds up the "good thumb" and shouts, "Quo ding hao" — "Americans are tops."

As in every other theatre of war the State Highway Department is personally represented here, for among the engineers working on this project is Captain John McGarry, formerly employed

(Continued on Page 4)

# RECORD CLEAN-UP FOLLOWS HURRICANE

The Hurricane which struck with such violence on the New Jersey coast and certain other sections of the State on September 14, found the State Highway Department prepared. The Department was prepared not to prevent the disaster but to meet some of its most serious consequences. Hurricane warnings which were received during the week prior to the storm and on the day of the Hurricane were immediately sent to all Maintenance Foremen throughout the State. As a result maintenance forces were out patrolling the highways even before the hurricane struck with all its fury on the night of September 14th. As soon as the storm was over forces of the department were out clearing State highways of trees, and in some cases billboards that had been toppled over by the hurricane. The first effort was to keep the highways open for travel and eliminate fire hazards.

Even before the hurricane was over the State Highway Department was clearing the State Highways; within 48 hours a preliminary inspection was undertaken by the Engineering forces of the disaster; by the first of the following week Maintenance trucks and men were rolling into these communities to aid the local municipalities in removing the debris. Within a week of the disaster an engineering organization had been set up in each of the four counties. Both men and equipment were mobilized and sent in.

In the three weeks that the State Highway Department has been at work it is estimated that 285 men and the 142 pieces of mechanical equipment, that were mobilized in these distressed communities was the equivalent of mobilizing more than a thousand men working with shovels. In all, more than 250,000 cubic yards of sand has been removed.

The Department has also cooperated with the State Police in recovering the bodies of persons who lost their life in the disaster.

Today, the entire road system along the New Jersey coast from Cape May to Atlantic Highlands has been cleared of debris; all obstacles have been removed; fire hazards have been eliminated. The Department has been busy cooperating with the local officials clearing the sand off the streets, removing debris and in general helping to get these communities back into running order again.

Already the service of the Department has been recognized by community after community. Said the Mayor of Cape May:

"I have said two or three times in recent speeches that the one tangible aid which has been extended our stricken seashore area has been the prompt and effective assistance of the State through the agency of the State Highway Commission.

"It is a pleasure for me to say for the record that the supervisors that were here were courteous and cooperative and that the men worked hard and effectively.

"This temporary aid has been of immense assistance and in behalf of the people of Cape May, I thank you most sincerely."

While the State Highway Department is not primarily a disaster relief agency, the Maintenance Division has been trained to a point of efficiency in coping with blocks on the highway system, so that it knows how to proceed in the case of disaster. The action of the Maintenance Crews and the Supervisory Staff, set up under the joint direction of Mr. Kilpatrick, Assistant State Highway Engineer, and Mr. Muir, Superintendent of Maintenance, with the advice of Mr. E. E. Reed, deserves the hearty commendation of the Department. These men have done a prompt and efficient and thoroughly commendable job. They are deserving of praise not only from the head of the Highway Department, but they have already received such commendation from local officials, and from Governor Edge himself.

The moral of this disaster for the department is: Be prepared, keep on the alert; and act when the occasion arises.

SPENCER MILLER, Jr.  
State Highway Commissioner.

## Blue Star Drive To Commemorate N. J. War Service

As a fitting tribute to the men and women of New Jersey who have served in the armed forces of their country during the present war, the Garden Club of this State in cooperation with the State Highway Department will transform a section of Route 29, between North Plainfield and Mountainside, into a living memorial of flowering dogwood trees.

This beautified section of one of New Jersey's modern divided highways, which in peacetime carries traffic volumes in excess of 29,000 cars a day, will be known as Blue Star Drive.

The plan was first disclosed to the public in conjunction with the annual flower show at the Orange Lawn Tennis Club in South Orange, where an exhibit of the proposed memorial drive was viewed by several thousand persons. At this time the public was afforded the opportunity of contributing to the memorial fund with the understanding that a dollar would purchase a five-foot tree, and a two dollar contribution a blooming tree. The first 1000 trees are being supplied by the Garden Club.

Dogwood was chosen for the dominant foliage on Blue Star Drive because, in the words of the sponsoring organization, "The flowering dogwood is one of New Jersey's most beautiful trees, its large white blossoms in Spring rival all other trees in spectacular display. Its foliage and clustered red

(Continued on Page 4)

## Many to Receive Service Awards at Ten Year Dinner

A record number of veteran employees will receive 20 and 25 year pins in testimony of their long service with the Highway Department on the occasion of the Ten Year Club Annual Dinner, scheduled for Tuesday evening, November 14th.

Long a feature of Ten Year dinners, the bestowing of these awards will take on added importance this year due to the fact that no less than 34 employees will be eligible for 25 year pins, while 41 of the members will receive the 20 year award. Of the 75 who are listed for this special honor, five will be unable to be present due to the fact that they are now far afield with the Armed Forces.

President Wilbur Spencer and his entertainment committee under the chairmanship of Bob Martin, who is also 1st Vice-President, are completing arrangements to make this wartime dinner an outstanding success.

After a lapse of several years, the Club has shifted the scene of its festivities from midtown Trenton to the Geneva Inn on Route 26 (now known as Fowlers) six miles north of the Capital City. This site has long been a favorite with the membership and offers many advantages over a mid-city location.

The Service Awards Committee consisting of W. Carman Davis, chairman, William Dix, Herman Kramer, Chris Kucker and Eugene J. Palmer, have certified the following employees for service awards:

25-year awards. Alfred G. Bailey, Ernest J. Birch, Frank W. Bird, John A. Carpenter, Geo. W. Conover, Paul F. Crammer, Howard B. Davis, E. J. Davison, P. L. Davison, Frank Devereux, Raymond S. Drake, William T. Emmons, Harry Fowler, A. Russell

(Continued on Page 4)



# THE HIGHWAY

Published by the New Jersey State Highway Dept.  
In the Interests of Its Employees

W. CARMAN DAVIS, Editor

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## UNITED WAR CHEST CAMPAIGN

This year's United Chest Campaign comes at a time when the end of the war is not too far away. Our fighting men and those of our allies are putting everything they have into the job of winning the war quickly. Here at home production is being maintained to keep the armed forces supplied with the guns, bombs, planes, ships, food and other necessities for finishing the job.

Until the fighting is ended there is a big task to be done. Relief must go to the ill, starving, homeless victims of the enemy abroad. Comforts and services are needed for our fighting men through the USO, War Prisoners' Aid and United Seamen's Service. At home hospitals must continue to meet our civilian needs. Services must be made available to families disrupted by the war. Children must be protected from the neglect of a society devoting its greatest resources to the successful prosecution of the war.

These are some of the reasons why the United War Chest Campaign is endeavoring to raise more funds than ever before — these are also some of the reasons why YOUR contribution should be larger than in past years.

We on the home front have a job to do. Let's do it with the same determination that has brought success to our fighting men in the front lines. Don't let them down! BACK THE ATTACK!

## PRAISE FROM OTHERS

Since the recent devastating hurricane swept the New Jersey coast, Commissioner Miller has received many letters from municipal authorities and chambers of commerce, as well as the State Police, praising the work of the State Highway forces for the important part they played in cleaning up debris and reopening many impassable roads and streets.

In all cases these letters called attention to the prompt and efficient way in which men and equipment were rushed to these stricken areas and the workmanlike manner in which the job was handled.

It is nice to know that others appreciate the experience and skill of our maintenance forces who, throughout the year, are performing many of the most important tasks within the Highway Department. Many thanks.

## Scrap Paper Drive Gets Under Way In Highway Dept.

Governor Walter E. Edge's request to salvage all scrap paper for military purposes is meeting a ready response throughout the State Highway Department.

The communication from the Governor was referred by Commissioner Miller to his Administrative Assistant, Eugene V. Connett, who immediately consulted with Charles A. Hurley, Chairman of the Files and Records Committee, who will actively direct the drive.

Under the plan outlined, Mr. Hurley has contacted all division heads for the purposes of determining what inactive files, etc., are no longer required for their records and authorization for their disposal will be obtained from Sidney Goldmann, State Librarian and Director of Public Records.

Prior to receipt of the Governor's request, 7½ tons of scrap paper had been collected and disposed of by the committee of which Mr. Hurley is chairman.

The following Suggestions for Scrap will serve as a guide in determining the type of material which might be collected:

1. Stenographer's old note books.
2. Old departmental records.
3. Old magazines, trade journals, advertising matter.

## Writes Article on Highway Lighting

The October issue of New Jersey Municipalities features an article on "Safety Lighting of New Jersey Highways" written by James L. Hays, Electrical Engineer of the State Highway Department.

Not only does this article discuss the history of highway lighting, which incidentally originated in New Jersey, but it deals with design, expenditures, future lighting and illuminated signs.

For the first time the total number of lights in New Jersey, including State, Counties and Municipalities, have been tallied. The results of this survey, made with the cooperation of the electric companies, shows that there are 154,192 street and highway lights in New Jersey, maintained by the various governmental agencies at an annual cost of over 5 million dollars.

You will find this article most interesting reading. A copy of New Jersey Municipalities is on file at the Highway Library.

4. Obsolete account books.
5. Old wrapping paper, cardboard, old correspondence.
6. Over-runs of mimeographed letters, notices, etc.
7. Useless receipts.
8. Useless file folders which are worn of torn.
9. Booklets, old calendars and anything that looks like paper.

## Highway Honor Roll



### Equipment

Hennis, Richard ..... Navy

## News from Our Men In the Service

Lieut. Commander John H. Hulse of the Sea Bees, formerly associated with the Survey and Plans Office in Perth Amboy, is back from 23 months in the South Pacific where he had charge of one of the construction battalions in New Caledonia.

Looking brown as a berry and quite a few pounds heavier than when he left the Department, John had many interesting experiences to talk about. Nearly all of them had to do with the ability and resourcefulness of the men under his command. He told of building docks, roads, small and large buildings, warehouses and even tennis courts.



COMMANDER HULSE

Jersey deer hunters would get a kick out of Hulse's stories of the same sport as practiced in New Caledonia. Down there the government has been forced to put a bounty on deer due to their large numbers and the damage they do. Because of this, the Sea Bees hunt them with Thompson sub-machine guns the way they would Japs. And never do they come back empty handed. Venison is a staple food with those Sea Bees.

Fishermen would find the South Pacific a paradise according to Hulse, with the waters teeming with rock cod, mackerel, barracuda and tuna. All this in a spot where the temperature seldom rises above the middle 80's or drops below 56 degrees. And in case you still don't like it, there is always a nice breeze.

Commander Hulse is at present enjoying a 30-day leave, but he doesn't know where his next assignment will find him. He intimated that he would like to go the other way the next time.

## Sends Best Regards

Word comes from Radio Technician 1-c Lawrence J. Caneel that all goes well in the Coast Guard. Lawrence, who formerly drove "Jeff" Johnson's landscape crew on their daily journeys, writes, "I have been patrolling between Greenland and the U. S. on the great northern patrol and it sure has been a wonderful experience. . . . As a radio technician, I can tell you this much—we are certainly going to have some wonderful radios after the war."

"I work on every bit of special equipment that any ship uses so

you see that my amateur station experience gave me a wonderful opportunity to serve my country. I also have passed my chief's examination but to date have not heard from Washington.

"I would greatly appreciate having you pass the word along to my brother workmen that I am asking for them and send my best regards."

Members of Foreman Johnson's crew can write Caneel at the following address:

R. T. 1-c Lawrence J. Caneel  
7015-758  
U. S. Coast Guard Base  
Fort Trumbull  
New London, Conn.

## Receives Promotion

Another Highwayman who is rapidly advancing in the Army is Major Herman J. Meury who recently was promoted from captain to his present rank.



MAJOR HERMAN MEURY

Prior to entering the service, Meury was an inspector working under Supervisor Earl Storer. Since that time he has been advanced to the position of foreman.

At present, Major Meury is stationed in France with General Hodges' 7th Army. He is a member of the Quartermasters Corps and has been in uniform since 1941.

Prior to marching through France, this former maintenance man saw service in North Africa and Italy. All letters should be addressed as follows:

Major Herman J. Meury  
Hdq. 530 QM Bn.  
APO 780 New York City.

## Many Duties

Word comes from the Woodlynne Office to the effect that A. R. Heintze is now stationed at Quoddy Village, Maine. He tells of the great variety of jobs which he is called upon to perform. They range from supervising construction of new roads to driving a station wagon on security patrol. On occasion he is called upon to perform at the Guest House, a job which he calls a "hand shaking routine."

A letter will reach Heintze if addressed to:

A. Reuleaux Heintze CCM  
NCTC Station Force, Bks. 80  
Quoddy Village, Maine.

## Real Veteran

A veteran of two wars, Chief Petty Officer William G. Keeney paid a call to the Highway Department recently upon his return from active duty in the Pacific. Bill is a Chief Storekeeper and as such has seen much of the present conflict.

He started off at the Philadelphia Navy Yard and thence to New York. Following a stay there he was transferred to sea duty aboard the supply ship U.S.S. Pollux, where he saw action in the Caribbean Sea and visited Cuba, St. Thomas and Trinidad among other places.

In 1943 he was assigned to the Lakehurst Naval Air Station in charge of clothing and small stores, but 1944 found him once more at sea, bound for the South Pacific. There he participated in the invasions of Tulagi, the Russell Islands and some of the Florida group, besides doing duty on Guadalcanal and in New Caledonia. During the invasion of the Russell Islands, Keeney was under constant Jap fire—and didn't like it!

He had a lot of nice things to say about the boys down that way and wanted above all to impress the folks at home of the importance of writing letters. In Bill's own words, "I have seen those fellows go without their noonday meals to stand in line for mail that



C. P. D. WM. KEENEY

all too often didn't arrive. If anybody could see the look of disappointment on their faces when no mail arrived for them, there would be a lot more letters written."

Chief Keeney, who worked for the Accounting Division prior to his entry into the service, is once more stationed at Lakehurst. He likes it there because he is only twelve miles from his home in Ocean Grove. It's nice to sleep in your own bed after a sojourn in the South Pacific.

Bill says that THE HIGHWAY followed him wherever he went and wanted to express his thanks for all the news that it brought to him. He is looking forward to the day when he will resume his employment and can rejoin permanently his family which consists of Mrs. Keeney and four children, the oldest of whom is now piloting a blimp in Florida.

Letters to C. P. O. William G. Keeney should be addressed in care of the U. S. Naval Air Station, Lakehurst, N. J.

## Our One and Only



SEAMAN 1/c RICHTER

The cute looking Wave with the Hollywood smile is none other than our own Mary R. Richter, Seaman 1/C, U. S. N. R., and in case you don't remember, Mary is the Highway Department's sole representative on the distaff side now serving in the Armed Forces. Seaman Richter hasn't fought any Japs as yet, but she has seen quite a lot of this country since entering the service some 6 months ago. After taking her basic training at Hunter College in New York, Mary shipped to Stillwater, Oklahoma, where she attended Yeomans School at Oklahoma for a period of 3 months.

She enjoyed her stay there because whenever a Wave passed her previous week's exam she was granted a week-end pass. Being a bright young lady, Mary never stayed in barracks during that time.

While visiting friends in the Department prior to taking up her duties in the Bureau of Aeronautics in Washington, Mary was asked a hundred times how she liked the Navy. Her reply was always, "Oh, I just love it." And we'll bet the Navy thinks a lot of Mary, too.

Back the Attack—

BUY  
WAR BONDS



## PROJECTS PARAGRAPHS

E. L. MEYER

The Projects Division has lost two valued office employees and their absence is already being felt.

On September 30th Bob MacMullin left to go with the Barrett Division of Allied Chemical. Most everyone considered Bob a permanent fixture in the Projects Office as he had been with Mr. Reed for more than twenty years and had worked himself up to a fairly responsible position.

The change was occasioned by Cliff Whitely talking Bob into taking the position that he himself had left as New Jersey representative of the Barrett Division.

On the Monday preceding Bob's leaving, the office force and the Projects Engineers held a luncheon for him at the Club Condado. That day was also the ninetieth birthday anniversary of our fellow employee, Robert A. Meeker, for whom Bob was named, and so Mr. Meeker was also our guest of honor.

The steaks were good and so were the festivities. Mr. Reed was unexpectedly called away to accompany Commissioner Miller on an inspection tour of the hurricane damage and so could not attend. However, Mr. Harris filled in for him and did an excellent job. Everyone had a swell time.

Bob was presented with a very fine fluorescent type desk lamp to aid him in making out his daily reports.

There have been many inquiries about Bob already and it will be a long time before we get used to not having him around.

Henry Weber, Jr., has been confined to his home for about a week and a half by illness but is now back at his desk again.

Congratulations to Frank Higgins. We have just learned that he has been promoted to the rank of Lieutenant Colonel. Frank is still with our boys of the 349th Engineers up in the Aleutians. They've been there more than two years now and we hope they get home soon.

Ed Scott is still training colored troops at Camp Devins, Mass. However, he says there is a possibility of being permanently assigned to the outfit when it takes up its new assignment as part of the salvage corps.

## EQUIPMENT ITEMS

JAMES O'ROURKE

Jack Brower, Auditor at the Fernwood Office, received a telegram from the War Department on Friday, the 13th, notifying him that his son, Ross, who was a Navigator on a B-29 Bomber with the 8th Army Air Force in Europe, was missing in action. We join in hoping that he receives word of his safety in the near future.

Tom Brown, Mechanic's Helper, who enjoyed such a nice vacation with his two sons just two short months ago, was found dead in his home on Friday evening, October 13th. Tom entered the employ of the Highway Department on February 9, 1932, and had served at Fernwood continuously. Survivors include his wife, Mrs. Mary Brown, three daughters and four sons, three of whom are in the Armed Forces.

Dave Stone, Equipment Operator at Newark Garage, has tendered his resignation to take effect on November 1. He is retiring to spend the rest of his days in Titusville, Florida.

Acting upon the advice of his personal physician who has ordered him to take a long rest, Jack Haynes, Garage Foreman at Newark, has requested an extended leave of absence. Jack expects to leave about the first week of November and his place will be taken by Tom Doell from the Dover Garage. Tom is well known in that territory, having served under Jack for many years and will be glad to meet all Highway employees in that territory once again. To Jack we in the Equipment Division extend our best wishes for his speedy recovery and return.

## HOUSE PAINTERS EXTRAORDINARY



This is the crew who rushed to the aid of a fellow worker and painted a good-sized house in two days. Reading from the left, kneeling: Earl Storer and Oliver Bearse. Standing: Homer Rogers, Leon McVey, John Haney and Alfred Reed. Clifford Martin was not present when photo was taken although he played a part in the venture.

## Slap on Paint In Record Time

When DeForrest Ely recently mentioned that his Allentown home needed a coat of paint, it was practically a case of no sooner said than done. Imbued with the spirit of cooperation, some of the men of Earl Storer's paint gang decided that if the house needed painting they would do the job. Ely, you will remember, had lost his sight in a hunting accident several years ago.

Since the time he was able to return to work following this accident, DeForrest has been employed in the sign shop at Fernwood where he has been efficiently performing tasks of assembling reflector button signs and similar work. At these particular duties, his skill has even surpassed that of many more fortunate employees. To get back to our story—when it was discovered that Ely's house needed painting, Storer, Homer Rogers, Leon McVey, John Haney, Oliver Bearse, Alfred Reed and Clifford "Abe" Martin pooled their abilities and journeyed to Allentown. There on two successive Sundays they completed the job of repainting a rather large 2½ story frame house.

If this is not a speed record in house painting, it surely comes near to being as fine an example of cooperation as you will encounter in many a day.

## LAND and LEGAL

ED DRAKE

Pat Ward reports that his daughter, Althea, a second Lieutenant in the Army Nurses Corps, has been over seas for thirty-one months, and is now stationed in New Guinea. His son, Bernard A., a sergeant in the Army, is now in France.

We are happy to report that our veteran searcher, Walter H. Schiller, has been safely moved from his old residence to his new home at 258 Morris Ave., Elizabeth.

Willie Masterton advises that anyone who wants quick service in any restaurant in Hackensack is invited to be his guest.

Ann Manion (Shea) celebrated her fourth wedding anniversary on October 12th.

We are informed that Adrian Lincoln is home from the hospital and doing nicely. We wish him a speedy recovery.

Did you notice how squarely between the eyes someone hit Harry Beilinson? We wonder—has the little lady had anything to do with it?

Thomas V. MacDougall has returned to his desk after a week's vacation in South Jersey.

Hotel Erin, Atlantic City, reports that they have now made a year-round reservation for J. Herbert Laffan, who is almost a weekly commuter to the world's playground.

Frank Skillman reports that a two inch snowfall has blanketed the Rangely Lake region of Maine.

## LET'S KEEP THE RECORD STRAIGHT

It would be hard indeed to find a field of endeavor in which Highwaymen have participated more enthusiastically than has been the case in the Red Cross Blood Bank.

It has been easy to keep records of the contributions made by employees in the Trenton area, but through-out the State others are regularly visiting the Blood Bank as a patriotic duty without any record of these donations.

George Hefferman, Chairman of the State employees Blood Donors, is most anxious to have at least a record of those men and women who have contributed a gallon of blood and would therefore appreciate the cooperation of all in supplying their names for matters of official record.

Therefore, if you have made such a sizeable record to date, or when you have, sit down and notify your chairman to that effect. The address is State House Annex, Trenton, N. J.

The State Highway Department is proud of this record and the people who have made it possible—therefore it should be kept as accurate as possible. You can help keep the record straight.

## BRIDGE BRIEFS

A. J. LICHTENBERG

Arthur H. Stetser of the Teslin River job on the Alcan Highway back in the office for keeps. Arthur reports all construction completed and the highway on a maintenance basis.

Paul R. Gabrenas in from that War Department job at Cincinnati to tell us that the new arrival of September 1 has been named John Richard. Paul has a three months extension before returning to his work here.

Morris Goodkind won \$1300 at the Trenton Engineers Club Millionaires Golf Tourney at Yardley, Pa., on October 14, but being stage money the darn stuff isn't convertible.

Wilbur Spencer is now nestled in that new house and, we presume, awaiting the arrival of the housewarming committee.

L. C. Petersen's first gambling venture proved to be a success when the dimes rolled in on October 4. It seems that a certain inning in the life of a certain team was the reason.

A cheerful greeting from all of us to Frank S. Wilson, who has not been tip-top lately.

Chester Smith back after combatting the gripe germ for a week.

Al Heron looking fit and still hobbling with dogs and dog-shows.

George Hefferman in a thick-  
et: "Never mind about the ball, caddy, come and find me."

Dick Schnorbus, son of our Stae-running ordinance in Belgium and promoted to Corporal.

General Charles DeGaulle recently stated that 4,000 bridges have been destroyed in France.

Seabee David R. Lawshe, in for a parting chat preliminary to a new assignment.

Sailor vs Seabee: A sailor on date looks for a park bench.

Seabee builds one.

J. J. Koffler fifteen pounds lighter and presently helping to develop airport facilities at Morristown.

Present officers of Bridge Division Club re-elected at Trenton meeting October 11th. President, A. J. Lichtenberg; 1st Vice Pres., J. McCullough; 2nd Vice Pres., Sven Hedin; Secretary, Geo. A. Hefferman; Treasurer, R. E. Simon; Asst. Treas., J. F. Evans.

Prize awards in crisp bills went to J. J. Koffler and J. Krieg for largest bid and greatest loser in pinch; to G. A. Hefferman and R. E. Simon as shuffle-board champions and to J. J. Koffler for a straight run of 8 in pool.

W. H. Spencer and F. C. Dileo won door prizes.

Morris Goodkind, Bridge Engineer, invited and discussed questions bearing on the current reclassifications.

Two Bridge Division men had not met for several years. "And is your wife as pretty as she used to be?" asked the first. "Oh, yes," replied the second, "but it takes her much longer."

Otto Peterson writes from the South Pacific to John Egan that since leaving us he has become quite a salt. Otto was in the invasion of Peleliu Island of the Palau group. He states that it was a remarkable sight and something that he will always remember. He misses the gang back here and wants to be remembered to all.

Matt Mandl, on Mr. Wildblood's staff for many years, has resigned from the Department. Matt, who has been teaching radio at Temple University, Philadelphia, is entering the radio business in that city. Best wishes are extended to him for every success in his new field.

Don't be alarmed if you notice someone staring at your hat. It probably will be Bill Ward searching for his new skimmer that disappeared from his favorite New York restaurant. Bill admired the hat of a departing customer and remarked that it was just like his hat. When leaving, he discovered that it was his hat that departed with the customer. Bill's motto now is "Hold on to your hat."

A car owned by John Gulch was stolen from in front of his home at Camden. Police later located the vehicle but only after the thieves had stripped it of its wheels and five tires plus a large number of valuable tools. We sympathize with Johnny and trust that the culprits are speedily brought to justice.

Birthday congratulations to Marilyn Siddall. Marilyn was entertained at a luncheon at Hotel Hilbrecht by Mary Cunningham,

## Your M. C. presents— THE LADIES... Bless Them

Enroute to California for an indefinite period of time, Dorothy Worstall has taken leave of her co-workers in the Projects Division where she was well liked for her conscientiousness and unassuming manner. A farewell luncheon was held for Dottie at the Stacy-Trent Hotel, at which time she was presented with a black satin handbag and white kid gloves. Those present at the luncheon were Betty Messkill, Ruth Moran, Marion O'Hara and Pauline Wieland.

Madeline Kiernan, whom we recently welcomed to the Department, was pleased to receive a corsage of gardenias wired to her by her husband, now serving with the armed forces, in remembrance of their first wedding anniversary.

After a lengthy absence from the Department, during which time she underwent an operation for a knee fracture, Eileen Logan has returned to her duties and is doing nicely with the aid of a cane.

We were entertained recently with Frances Lee's amusing accounts about her new son. Before Frances assumed the more exacting duties of motherhood, she assisted Franklin Gephart in the mimeograph room.

A speedy recovery to Mary D'Arcy's mother who is seriously ill.

That tall, handsome officer you've seen with Marie Cristian is none other than her brother, Lieutenant Peter A. Kramer, just returned from the South Pacific, having completed over a hundred missions.

A soldier can't always get a furlough. Missie Pollak handled the situation by hopping a train to Virginia where her husband is stationed at Camp Lee.

Birthday greetings to Helen Tallon who was feted with a dinner party given by the Misses Levie, Birch, Massarotti, Laughry, Applegate and Hester. Alice Carrell who observed hers by spending the day in New York. Anne Spector whose birthday was celebrated by way of a luncheon held at the Hotel Hilbrecht attended by Lorraine Finkle, Mary Filippini and Alex Cohen. Marilyn Siddall, to whom the day is still young as we go to press.

"Eye now."

## ADMINISTRATION DIVISION

ARTHUR EGAN

Ann Ludwig, Ann O'Connor, Tillie Beilinson and Betty Orosz.

CHATTER: A. Lee Grover has returned from a vacation in southwestern Pennsylvania. Eileen Logan is back after being hospitalized with an injured knee, the result of an automobile accident.

Rizziero (Champ) Cintia home on a furlough from his post at Fort McKinley off the coast of Maine. Congratulations to Earl Hankinson and Bill Ward who have joined the Blood Bank Gallon Club.

Elsie Taylor spent her vacation in the midwest. Frank Ricketti, although discharged from the Army, is still under treatment for wounds received at Salerno. Frank hopes to be able to return to work soon.

Sgt. Charles A. Hurley, Jr., of State Wide Planning, is now located at Fort Douglas, Utah. Glad to see Bill Wildblood back at his desk after a brief illness.

Charles Kuylen reports that his son Charles, wounded in France, is recovering and that son Bob has returned after a voyage to the South Pacific. Hard luck still is with Fisherman Harold Jimeson. He watched one of his fishing mates pull in 24 and 25 lb. strippers on successive Sundays. Jenny would sure liked to have hooked into one of them.

Sgt. Jack Maley writes to wife Evelyn that if he had a good chew of tobacco he could spit into Germany. Knowing Plugger as we do, we are not certain just how close he may be. Bill Jantz if off on his annual vacation. A welcome is extended to Ruth Margaret Foose, recently added to Bill Wildblood's staff.

Yeoman John Kownack writes that he is now assigned to a ship and expects to be at sea for some time.



## Maintenance Notes

GENE BECKNER

The Maintenance Division is proud of the part our men have played in meeting the emergency situations which arose out of the September hurricane. All of the employees in the areas affected responded willingly and promptly to the call for help in clearing highways of trees and other obstructions and numerous letters written in appreciation of their efforts have been received. Many of our foremen have been lavish in praise of their men. **Landscape Foreman Donald Lear**, of Cape May, was especially proud of the work done by his small crew consisting of **John Klingner, William Porter** and **Solomon Camp**. **John Thomson's** bridge maintenance crew including **Frank Eckert, John B. Thomson, Stanley Endicott, Mark Endicott, Grover Wilson, Adam Adams, Russell Collins, Virgil Pierce** and **Edgar Loveland** also came in for especial commendation from the State Police for their help in searching for victims of the hurricane. And this same commendation goes to all of our various crews in Monmouth, Ocean, Atlantic and Cape May Counties.

While on the subject of the storm, we can't resist divulging an anonymous suggestion which **Harold Giffin** received and passed on to **Alex Muir**. It was suggested that we borrow from the Army and Navy airplane motors, presumably those being tested, and mount them on the sides of trucks and blow the sand off the roads. It was the suggester's belief that this would be most economical and pleasing to the local authorities. Mr. Giffin said he could see that there might be some practical difficulties in carrying out this suggestion, but he passed it along with his blessing and the comment, "After you are successful we will call you 'Little Hurricane' Muir!"

**Capt. Lewis Klockner**, USA, son of Supervisor **Lewis Klockner, Sr.**, came in for much deserved mention in **Gill Robb Wilson's** aviation column in October 16th's New York Herald Tribune. Captain Klockner, a former attaché of the State Health Department, is now stationed on the island of Corsica in charge of a Malaria Control Unit.

Heard tell that **Barney Higgins** really got down to fundamentals in teaching **Mike Lanzara** the game of golf. "Golf," Barney explains, "is a game in which a ball 1½ inches in diameter is placed on another ball 8,000 miles in diameter. The object is to hit the small ball but not the large."

Our sympathy is extended to **Foreman Bert Wood**, of South River, whose aged mother-in-law passed away recently.

**Norm Horner**, formerly of the Trenton Office, is now stationed at Camp Butner, N. C., where a number of captured Germans are imprisoned. We wonder if he has ever had to resort to the remark alleged to quiet the most arrogant, rambunctious German, to wit: "I suppose you know you're being shipped to Russia from here."

**Joseph Carasio**, of Foreman **Arthur Carabine's** Institutional Road Crew, is convalescing at home following a serious operation.

It is with regret that we report the death of **William Lafferty**, formerly employed in the Maintenance Crew of Foreman **William Dix**, at his home in Woodlyn, Mr. Lafferty had been employed by the Maintenance Division since October 27, 1936, and is survived by a son, **Harry Lafferty**.

**William Morrey**, an employee in the maintenance crew of Foreman **C. V. Dickinson**, has been confined to his home for the past few weeks with a cold aggravated by a heart condition.

**Florence Millerick's** enlistment in the Coast Guard Reserve reminds us of a story we heard of the pretty Wave who was standing on a high ladder in one of the rooms in the Navy Department, plotting the course of a North Atlantic convoy on a large map. In walked an admiral followed by several members of his staff. Giving a rapid glance upward, the Admiral directed:

"Captain, either that Wave wears pants in the future or else move that convoy to the South Atlantic."

## Modern Highways Save Motorists

(Continued from Page 1)  
increase in average speed from 30 miles per hour to 40 miles per hour.

Highway economists have devoted much study to evaluating time-saving. Although many would give higher figures, a value of 24 cents per hour per person is indicated. It has been determined by traffic count that the average car occupancy is two and one-half persons, so that this gives a passenger-vehicle saving in cost of 60 cents per hour.

When it is considered that approximately 17 per cent of New Jersey registrations are trucks and other commercial vehicles, the estimate just given is very conservative. This time-saving is valued at \$18,400,000 per year in traveling over superior surfaces. There is also a time-saving due to the elimination of 150 miles of unnecessary travel, which gives an additional saving of 8,210,000 vehicle hours at a speed of forty miles per hour, representing a value of \$4,930,000 per year.

There are, then, tangible savings in operation of the motorists totaling \$66,700,000 per year because of the present state of completion of the State Highway System.

### Obsolescence Considered

There are in addition many intangible benefits which cannot easily be evaluated, such as recreational value, increased business for the state's shore and lake resorts, better and cheaper educational facilities and the broadening influences of travel, contact with nature, and increased social activities.

What is the cost of these highways which save so much to the people and give so many benefits? The State Highway System has so far cost \$350,000,000. The upkeep of the System, including all classes of maintenance, lighting and drawbridge operation, is \$3,850,000 per year. If all of the capital expenditures were to be paid back, free and clear over a 40-year period, the interest and amortization at four per cent would be \$17,680,000 per year. Assuming that the surfaces wear out in 25 years, four percent of the pavement must be renewed each year, amounting to \$4,750,000 annually. These total \$22,430,000 a year. The yearly economic change against the operating savings of \$66,700,000, leaving a net yearly saving of \$44,270,000. This represents a yearly return of over 11 per cent on the investment for the tangible savings alone.

At the end of the 40-year period the investment would be retired, free and clear, and there would still be a large public ownership in rights of way, bridges, and surfaces, which would continue to yield a handsome return indefinitely as long as highways were necessary in the life of the people.

### Pay For Themselves

Considered from another view, if the capital expenditure were to be retired out of savings accrued each year, the item of amortization could be eliminated, leaving about \$50,000,000 per year to be applied to the retirement. This, without earning any interest, would retire the total sum spent in approximately seven years, after which there would be only an annual charge of maintenance and replacement amounting to \$8,600,000 per year, against gross savings of \$66,700,000 per year. In other words, the roads already built would then be returning to the people by economics of operation a net profit of over \$58,100,000 per year on a system which had already paid for itself.

On the other hand, if the total savings to date could be determined it could be concluded that the System, even during the course of construction, has more than paid for itself. Assuming that the rate of increase of these yearly savings has grown from nothing to their present size over the past 27 years at a uniform rate, the total saved to date would be over \$545,670,000.

This picture has been obscured in the past because these savings were invisible and accrued to the owners of motor vehicles largely without their knowledge, or at least they were but vaguely realized.

### Effect Cost of Living

Mention has been made that 17 per cent of New Jersey's motor vehicle registrations are trucks and other commercial vehicles. This does not mean that only 17 per cent of the traffic is commercial. Many varying estimates have been made of the percentage of commercial traffic, but a conservative estimate is 60 per cent.

For instance, much of our food

## Construction Comments

Fred C. Claus

Trenton

For many years past the Jersey Sand Trappers, consisting of Messrs. Giffin, Claus, Gerard, MacDougall, Voorhees, Pfister and others, have been meeting annually in the Poconos for a week-end of golf and merry-making. This year, of course, was no exception and the week-end of September 29th-October 1st found the above mentioned, together with other members of the Jersey Sand Trappers—but not employees of the Highway Department—holding their 13th annual meeting at the Pocono Manor. Needless to say that the usual good time was had by all in attendance.

Of interest in the real estate world is the recent conveyance by **Alice Carrell to Rudy Vogel** of her property located on the Lawrenceville Road near the Brunswick Avenue Traffic Circle. This transaction was really a departmental affair for the premises was occupied by none other than **Johnny Madden**. The sale forced Johnny to look for a new place, which, in these times, is really a headache. Latest reports, however, indicate that this momentous real estate deal is working out to the satisfaction of all interested parties.

Perth Amboy

Congratulation to **Charles A. Curry**, Assistant Civil Engineer, who is the proud father of a son born September 27.

**George H. Schreder**, Assistant Civil Engineer, was recently transferred to Pleasantville. With easier commutation to Atlantic City and Philadelphia, it is possible that he finally will succumb to the feminine influence.

**Don Newman**, formerly of Projects, has been assigned here after being released from a war job.

**Lt. Comm. John H. Hulse**, of the Seabees, formerly of Cranbury, was back from 2 years at New Caledonia. His leave ended October 17.

is delivered to markets and stores by trucks. The cost of this food necessarily includes a charge for highway transportation. Not only food, but almost every product used in our daily lives includes a charge for highway transportation. The failure to receive these savings in the cost of highway operation must necessarily be reflected in a higher cost of living to the people of New Jersey.

An examination of the cost of motor vehicle operation in New Jersey in relation to total income is significant. The United States Department of Commerce estimates the total income for the State at \$3,737,000,000. The operating cost of the State's 1,041,700 motor vehicles, averaging 12,000 miles per year at four cents per mile, is \$500,000,000 or about 13½ per cent of the state's total income.

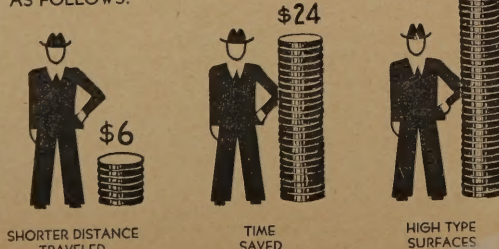
What other phase of the life of the people, except food and shelter, takes so large a share of this income? This cost is inescapable and can only be decreased by economies in the operation of motor vehicles. And this in turn can be brought about only by the construction of HIGH TYPE—TIME- SAVING—AND DISTANCE SAVING ROADS.

## OPERATING SAVINGS TO MOTORISTS STATE HIGHWAY SYSTEM

EACH CAR OWNER SAVES

\$65 Per Year

AS FOLLOWS:



## ARTIST'S CONCEPTION OF BLUE STAR DRIVE



This painting, measuring over five feet in length, depicts a section of Route 29 with the proposed dogwood planting in full bloom. It formed the focal point of an exhibit at the Orange Lawn Tennis Club on October 6th and 7th, at which time Blue Star Drive was unveiled to the public. The painting is the work of W. Carman Davis.

## Ten Year Club Annual Dinner

(Continued from Page 1)

Geller, Fred L. Gerard, Edw. Hankin, Wm. W. Hunt, Walter A. Johnson, James E. Kersey, Jr., Charles R. Kuhn, Arthur J. Lutz, Neil MacDougall, Wm. Manning, Harry Marvin, Austin F. Newman, A. A. Paul, L. C. Peterson, Harold D. Rice, Kenneth D. Rice, Arthur H. Steiner, Earl Storor, Chas. H. Weller, John Wauklett and Cyril Wimpenny.

20-year awards: Wesley Bates, F. E. Beck, Ronald M. Beck, John T. Carr, Jr., H. F. Cary, Guy Cava-gnaro, John T. Deter, H. H. Die-fenderfer, Fred C. Dileo, Chas. O. Dobbins, Louis Gardella, Henry Henken, A. S. Herron, Harry E. Hill, David L. Howell, John H. Hulse, Emanuel L. Kapel, R. C. MacMullin, M. Marchettini, Virgil Markle, Russell A. Martin, Thomas P. Pierce, Chas. P. Redrow, Wm. L. Rogers, Thos. Rossatto, Barney Ruderman, Wm. J. Ryan, Wilson Sharpe, Harry C. Short, J. C. Smoliga, Chas. H. Spence, B. F. Stokes, R. B. Tisworth, Wm. C. Umberger, M. L. Vall, Roger H. Voorhis, W. A. Weatherby, Harry Baum, Jos. Stoll, T. P. Doell and Harry Hunter.

Presentation of the 25-year awards will be made by Commissioner Miller who will also be the speaker of the evening, while the 20-year awards will be presented by Mr. C. F. Bedwell, Acting State Highway Engineer.

### To Unveil Honor Roll

An honor roll of members of the Ten Year Club has been prepared by Oliver Lozier of Survey and Plans and will be unveiled at the dinner. On this plaque will appear the names of 72 members of the Club who are now serving in the Armed Forces of their country.

Another event which is being anticipated with interest is the Ten Year Club War Bond Award to the Highway employee who, in the opinion of the officers of that organization, has submitted the most outstanding suggestion received and accepted by the Suggestion Committee, to date. Membership in the Ten Year Club is not a requisite to eligibility for this award which will be a \$25.00 bond.

## Blue Star Drive

(Continued from Page 1)

berries give brilliant color in the fall—two seasons of beauty."

The exhibit was set up by Robert S. Green, Landscape Supervisor, assisted by Frank Vall, under the direction of Mrs. Vance R. Hood, chairman of the Blue Star Drive. Lighting arrangements were handled by Chester Anderson of the Electrical Division.

Contributions for this living memorial to New Jersey's fighting sons and daughters should be sent to W. Paul Stillman, President, Newark National Bank, Newark. Checks should be made payable to "Blue Star Drive."

## Burma Road

(Continued from Page 1)

by the Projects Division as a construction inspector.

In a letter recently received from Public Relations Officer Lt. Mark M. Barkan, it is learned that this Highwayman is one of the veterans who, along with some 40,000 Chinese farmers, are performing one of the outstanding engineering feats of the present war.

### A Real Skyway

According to information received, the Ding Hao Highway is now open, if one ignores the 20 percent grades and the hundreds of hairpin curves. It snakes its way at breath-taking heights over mountain passes, often far above the clouds. At other times it balances along the crest of some majestic ridge like a tight rope performer.

All along the way budding airports compete for space with ageless rice paddies and in many a mud-thatched village foot-bound native women brush shoulders with sun-tanned, khakied G. I.'s. On the highway itself, wily little ponies hauling carts of coal make way for heavily laden supply trucks bound for the front lines.

### Few Luxuries

This is the theatre of war in which Capt. McGarry now finds himself as the result of passing exhaustive tests based on mechanical resourcefulness, tact, and ability to advise and teach the patient Chinese. This is the job for which he trained long hours and studied extensively.

Life for McGarry and his comrades along the Burma Road has its battle hazards, too. In one section close to the Japanese lines they have pushed forward as fast as the enemy retreated. Many times the advance was slowed down as machine gun bullets splattered off the blades of their bull-dozers, but always the construction went ahead.

Recreational facilities are few and far between in this far-off corner of the world. Only one station along the highway has a "day room" where reading matter is available. This and a weekly movie at an American staffed Chinese hospital or an occasional radio program—in one of the few stations which boasts of a receiving set—completes their entertainment.

THE HIGHWAY Goes to China  
THE HIGHWAY has found its way to this remote field of operations and through its columns Capt. McGarry has managed to keep abreast of many of the activities of the Department and its employees. In his words, it has "been a most welcome link between New Jersey and China."